AMENDMENTS TO THE CLAIMS:

Claims 1-9 (cancelled)

10. (New) A corrugated fin comprising:

a first corrugated fin portion having a first fin width corresponding to a first type of heat exchanger;

a second corrugated fin portion having a second fin width corresponding to a second type of heat exchanger, with said first and second corrugated fin portions being integrally adjacent one another, and with said first fin width being less than said second fin width;

a first louver on said first corrugated fin portion so as to extend corresponding to said first fin width, said first louver having first louver slats inclined in a first direction at a first predetermined angle; and

a second louver on said second corrugated fin portion so as to extend corresponding to said second fin width, said second louver having second louver slats inclined in a second direction at a second predetermined angle, with said first direction being different from said second direction,

wherein a processed amount per unit width of said second louver is less than a processed amount per unit width of said first louver so as to balance residual stress between said first and second corrugated fin portions and thereby prevent bending of the corrugated fin in its entirety.

11. (New) The corrugated fin according to claim 10, wherein

said second predetermined angle is less than said first predetermined angle.

12. (New) The corrugated fin according to claim 11, wherein

a pitch between adjacent ones of said second louver slats is less than a pitch between adjacent ones of said first louver slats.

13. (New) The corrugated fin according to claim 12, wherein

said first corrugated fin portion corresponds to an automotive condenser, and

said second corrugated fin portion corresponds to an automotive radiator.

14. (New) The corrugated fin according to claim 11, wherein
said first corrugated fin portion corresponds to an automotive condenser, and
said second corrugated fin portion corresponds to an automotive radiator.

15. (New) The corrugated fin according to claim 10, wherein
a pitch between adjacent ones of said second louver slats is less than a pitch between adjacent ones of said first louver slats.

16. (New) The corrugated fin according to claim 15, wherein
said first corrugated fin portion corresponds to an automotive condenser, and
said second corrugated fin portion corresponds to an automotive radiator.

17. (New) The corrugated fin according to claim 10, wherein
said first corrugated fin portion corresponds to an automotive condenser, and
said second corrugated fin portion corresponds to an automotive radiator.

18. (New) A method of manufacturing a corrugated fin, comprising:
forming a first louver on a first corrugated fin portion so as to extend corresponding to a first fin width of said first corrugated fin portion, said first louver having first louver slats inclined in a first direction at a first predetermined angle, and said first fin width corresponding to a first type of heat exchanger; and
forming a second louver on a second corrugated fin portion, integrally adjacent said first corrugated fin portion, so as to extend corresponding to a second fin width of said second corrugated fin portion, said second louver having second louver slats inclined in a second direction at a second predetermined angle, with said first direction being different from said second direction and said first fin width being less than said second fin width, and said second fin width corresponding to a second type of heat exchanger,

wherein a processed amount per unit width of said second louver is less than a processed amount per unit width of said first louver so as to balance residual stress between said first and second corrugated fin portions and thereby prevent bending of the corrugated fin in its entirety.

19. (New) The method according to claim 18, further comprising:

after forming said first and second louvers, correcting a bend of said first and second corrugated fin portions in their entirety by widening to a predetermined width a wave pitch inside a bending direction of said first and second corrugated fin portions.

20. (New) The method according to claim 19, wherein

correcting a bend of said first and second corrugated fin portions comprises passing said first and second corrugated fin portions between rollers, with a circumferential speed of one of said rollers positioned inside said bending direction being greater than a circumferential speed of one of said rollers positioned outside said bending direction.

21. (New) The method according to claim 20, wherein

said second predetermined angle is less than said first predetermined angle.

22. (New) The method according to claim 18, further comprising:

after forming said first and second louvers, correcting a bend of said first and second corrugated fin portions by passing said first and second corrugated fin portions between rollers, with a circumferential speed of one of said rollers positioned inside a bending direction of said first and second corrugated fin portions being greater than a circumferential speed of one of said rollers positioned outside said bending direction.

23. (New) The method according to claim 18, wherein

said second predetermined angle is less than said first predetermined angle.

24. (New) The method according to claim 23, wherein

a pitch between adjacent ones of said second louver slats is less than a pitch between adjacent ones of said first louver slats.

25. (New) The method according to claim 24, wherein

said first corrugated fin portion corresponds to an automotive condenser, and

said second corrugated fin portion corresponds to an automotive radiator.

26. (New) The method according to claim 23, wherein

said first corrugated fin portion corresponds to an automotive condenser, and

said second corrugated fin portion corresponds to an automotive radiator.

27. (New) The method according to claim 18, wherein

a pitch between adjacent ones of said second louver slats is less than a pitch between adjacent ones of said first louver slats.

28. (New) The method according to claim 27, wherein

said first corrugated fin portion corresponds to an automotive condenser, and

said second corrugated fin portion corresponds to an automotive radiator.

29. (New) The method according to claim 18, wherein

said first corrugated fin portion corresponds to an automotive condenser, and

said second corrugated fin portion corresponds to an automotive radiator.